

AFFAIRS OF THE RAILWAYS.

Annual Statement of the L. N. & C. O.

The annual statement of the Louisville, New Albany & Chicago road is worthy of more than a passing notice, as this company is at last able to show a surplus instead of a deficit, as for years preceding. The figures of successive years are the best comment on the management of the property. Gross earnings have been as follows: 1884, \$1,564,436; 1885, \$1,680,455; 1886, \$1,919,190; 1887, \$2,295,623. Net earnings: 1884, \$199,292; 1885, \$348,419; 1886, \$640,662; 1887, \$895,923. In the year 1888 the deficit reached \$433,831; in 1889 it was cut down to \$288,832; in 1890 to \$94,746; and 1891 shows a surplus of \$2,470. The percentage of operating expenses each year as follows: 1884, 88.4; 1885, 87.2; 1886, 79.27; 1887, 66.62; 1888, 64.39. The favorable change presented is due to an increased volume of traffic and economical and efficient work on the part of the officers of the road. Freight rates, taken as a whole, have fallen considerably. Freight charges per ton per mile in 1884 were 0.98 cent, and only 0.69 in 1887. On the other hand, there has been a distinct increase in the train service in the train loads, both passenger and freight. The last year the capital account was increased over one million dollars by an issue of new bonds. The money was expended in purchasing new equipment and bettering the property.

The Pennsylvania and the Burlington.

PHILADELPHIA, May 29.—Rumors of an effort on the part of the Pennsylvania Railroad Company to secure control of the Chicago, Burlington & Quincy road reached this city yesterday, but prominent officers of the Pennsylvania Railroad Company said they had no knowledge of anything of the kind, and were sure there was nothing in the matter.

Pittsburgh, May 29.—Railway officials in this city

ridicule the story that originated in New York to the effect that the Pennsylvania Railroad Company was negotiating for the purchase of the Chicago, Burlington & Quincy road. The rumor is supposed to have been started from the fact that Vice-President James McCrea and General Passenger Agent E. A. Ford, of the Pennsylvania Railroad Company, have been making a tour of the far West. When Mr. McCrea was asked about the matter to-day, he said: "The story is ridiculous. There is no foundation for it."

Accidents in April.

The record of train accidents in the United States, published monthly by the Railroad Gazette, shows that in April there were a total of 136 accidents, in which forty-two persons were killed and 191 injured. The most fruitful source seems to have been collisions, which are certainly not very common. The most frequent cause of collisions occurred through misapplied switches, three being malicious. Of the forty-two persons killed, thirty-three were employees on the roads. In the accidents, forty passenger trains were involved, and thirty freight and construction trains. In comparison with last year's accident report there were increases in every item, including number of persons killed.

Wholesale Discharge of Men.

PHILADELPHIA, May 29.—Instructions have been issued to all the division superintendents of the Pennsylvania Railroad Company that the men of Pittsburgh and Erie to discharge all employees whose services can be dispensed with. About 5,000 men will be discharged.

Personal, Local and State Notes.

The annual meeting of the Toledo, St. Louis & Kansas City road will be held in Toledo June 13.

At the city freight depot no freights will be received to-day and none will be delivered after 10 A. M.

The Pennsylvania Railroad Company has leased a room over Spader's store, on South Meridian street, for their ticket-receivers and trainmen's quarters.

Fred Wild, general freight agent of the Des Moines & Northwestern, has resigned, and A. W. Jennings has been appointed his successor.

The gross earnings of the Lake Erie & Western road since Jan. 1 were \$502,230, increase over last year, \$55,337. The net earnings were \$70,033, increase, \$25,337.

Freight circles are somewhat disturbed over a report that the "Traders' Dispatch" has been cutting rates east-bound out of St. Louis. The matter is to be investigated.

Bradstreet's, in its issue of the 26th, shows that seventy-four roads have earned this year \$492 per mile, as compared with \$401 in 1887, \$476 in 1886, and \$377 in 1885.

The annual report of the Pittsburgh, Fort Wayne & Chicago road for the latest year shows that the road earned \$1,269,933.10, and operating and maintaining expenses, \$658,027.85.

The earnings of the Chicago & Eastern Illinois road increased this year in the third week of May \$7,619 over 1887. The company has increased the rates for new engines to sixteen.

A "Sisterhood of Railroad Brakemen" was organized last week, at Battle Creek, Mich. It is composed of the mothers, wives, sisters and daughters of the members of the brotherhood of brakemen.

As the passenger engines of the Lake Erie & Western road go into the shops they are being stripped of all brass trimmings, for which they have been noted, and come out dressed in conventional black.

G. W. Benna, who represents the freight department of the Cincinnati Southern, in the North, is spending a day or two in the city. This road is now running fast freight trains after the plan of the trunk line.

The Louisville, New Albany & Chicago has shortened the running time of its night train south from Chicago to Louisville one hour and forty-five minutes. The train is now scheduled on thirty-six miles per hour.

Henry Santo, one of the sweepers at the Union Depot, has held his position thirty-two years. Several times he has found considerable sums of money, which he turned over to his superiors. He goes by the nicknames of "Honest John."

M. A. Zoek, recently appointed engineer of maintenance of way on the second division of the Pennsylvania lines west of Pittsburgh, will be married to Miss J. A. Schenck, of Louisville, Ky., on the 12th of June. His headquarters are at Logansport.

L. Dunham, superintendent of the Decatur (Ala.) car-works is in the North gathering up men for that establishment. He was formerly connected with the Ohio Falls car-works of Jeffersonville, Ind., and has secured a number of men from that place.

A few months before the appointment of John B. Carson as general manager of the Louisville, New Albany & Chicago road, the controlling interest of the property was offered to the Pennsylvania Company for \$600,000. The Pennsylvania people doubtless regret that they did not gather it in.

Recent developments have strengthened the belief that there is something in the boast of H. S. Ives that he carries the control of the Cincinnati, Hamilton & Dayton in his pocket, and will show his hand at the annual meeting in June. At least, there is enough in his boast to make his opponents anxious.

The Pennsylvania and Vandalia lines will place in service between St. Louis, New York, Philadelphia, Baltimore and Washington, within thirty days, a fast vegetable limited train. It will leave St. Louis about 9 A. M.; Indianapolis at 3 P. M. and arrive in New York at 2:30 P. M. the following afternoon.

W. R. Snow, master mechanic of the Illinois Central road, has been in the city for a day or two examining into the merits of the Graydon method of heating trains by steam from the locomotive. The Illinois Central people will next winter heat their trains by steam, and he will pleased with the Graydon device.

Chicago roads forwarded East in the week ending May 26 37,902 tons of freight, against 37,225 tons in the corresponding week of 1887. Of this tonnage the Vanderbilt line carried 30.3 per cent, the Pennsylvania lines 25.4 per cent. The C. I., St. L. & C. is now cutting no figure in east-bound business out of Chicago.

The Washburn has placed at the more important stations new clocks, the special feature of which is that it winds itself, and is regulated at 4 o'clock each day by means of an electrical wire connected with the clock at Springfield, where the time is noted. A single dash of electricity over the telegraph wire regulates the clocks at all stations.

Superintendent Richardson, of the inspection and weighing bureau, has appointed G. C. O'Boyle, Thomas Campbell, Charles F. L. E. Lynn, E. L. Thomas and E. L. Rosenberger as inspectors of billing rates and divisions on freight forwarded from Indianapolis. P. E. Baines, of Chicago, will be in charge of the work, and assign them to the several roads which they are to look after.

The Cincinnati & Muskingum Valley seems to be drifting under financial cloud. This road, until two years ago, was leased to the Pennsylvania Company. Its gross earnings increased from \$201,000 in 1886 to \$441,000 in 1887, but unfortunately its operating expenses increased from \$177,000 to \$236,000, leaving net earnings of less than \$45,000. Of this \$45,000 was spent for improvements, settlements of old accounts, etc.

leaving an available income of \$3,000 with which to pay \$105,000 of interest on first mortgage bonds. This is not a very encouraging outlook for the bondholders, who were promised to pay their interest by the Pennsylvania Company for years preceding.

The statement of east-bound shipments of flour, grain and provisions by rail, from Chicago for the last week shows a total tonnage of 16,266 as against 23,321 for the corresponding week of last year, a decrease of 12,055 tons. The Vanderbilt line carried 43.3 per cent of the total tonnage, the Pennsylvania line 31.3, the Grand Trunk 15.3, the Baltimore & Ohio 8.7, and the Big Four 1.9.

It is now expected that the Pennsylvania Company will commence to operate the C. I. & C. division of the Cincinnati, Hamilton & Dayton line on the 11th of next month. Through trains will be run from Cincinnati via Red Bank to Chicago, and the trains out of Indianapolis will be run through to Chicago, direct from the Cincinnati train, according to the programme now arranged.

An old Pennsylvania railroad locomotive has been remodeled and fitted with a device for burning gas made from petroleum. The new locomotive is a tank with a capacity of four and one-half barrels on the rear of the tender, and the oil passes from this into a rectangular retort with a fire-box under it. A small vertical boiler with thirteen tubes is in connection with the fire-box of the retort, and completes the arrangement for manufacturing the gas. The gas and also two steam jets are introduced into the locomotive fire-box. The first trial of the apparatus showed that some modification of details was required, but that it was possible to get up steam in much less time than with fuel made by the steam pressure could be easily maintained by the gas.

Miscellaneous Items.

The New England roads are experiencing hard times and are reducing the number of employees in their shops and the number of train crews as far as practical.

The Pennsylvania Company has decided to replace the middle division of the Philadelphia, Wilmington & Baltimore with new rails weighing eighty pounds to the yard, the rails to be made in this country.

The contract for building the link which is to connect the upper Coss line with the Canadian Pacific road has been let, and it is expected that the entire line, giving a short route between Boston and Quebec, will be completed this year.

Arrangements are now in progress looking to the establishing of a fast mail train each way between Boston and New York daily, the run to be made an hour quicker than any train now run between those points. If the programme is carried out it will be the fastest train ever made by regular trains in this country, the distance from Boston to New York, 234 miles, will be covered in four and one-half hours.

A cause of fruitful complaint on the part of passengers traveling by the Erie has been the fact that the road has been burning soft coal, and while many preferred the route on account of the picturesque scenery, the fact that this class of coal was used diverted them to other routes, particularly the Erie. The road has been burning soft coal, and while many preferred the route on account of the picturesque scenery, the fact that this class of coal was used diverted them to other routes, particularly the Erie.

The Mexican Pacific is now one of the biggest railroad schemes projected. It is to run from Tonic to the United States boundary, a distance of 1,500 miles. The Mexican government agrees to build the road to the United States boundary, a distance of 1,500 miles. The Mexican government agrees to build the road to the United States boundary, a distance of 1,500 miles.

BEFORE THE VARIOUS JUDGES.

A Bit of Evidence That Could Have Been Used Against Coy.

Some evidence dropped out in an insignificant suit on account before Judge Sullivan, of the Circuit Court, yesterday, that would have been valuable for the government in the trial of the tally-sheet forgers. The suit was one brought against Andrew Oehler by W. H. Corbaley to recover \$6. At the election two years ago, Oehler was inspector for the first precinct, Seventeenth ward, and Corbaley was the judge. Oehler was taken sick at the meeting of the canvassing board, and Mr. Corbaley, as returning judge, was called in to take his place. When it came to paying the members of the election board Oehler paid Corbaley \$6, and kept \$12 himself as inspector. Mr. Corbaley claimed the \$12, but Mr. Oehler refused to pay it, on the ground that his services on the canvassing board were not authorized. Suit was brought before a justice, and judgment was rendered in favor of Corbaley. During the trial yesterday Corbaley testified that he was summoned to the board by George W. Ward, and that when he arrived the tally-sheet was given him by Sim Coy. Judge Sullivan, after hearing the evidence, took the case under advisement.

Admitted to Practice.

Senator Mark L. DeMotte, of the Valparaiso Law School, introduced fifteen of the graduates of that institution to the Superior Court judges, and Judge Woods, of the United States District Court, yesterday. They were admitted to practice in both courts. They were D. Newton Stroup, South Bend; Franklin B. Parks, Hillsboro; Wm. Bramhall, Warsaw, Ill.; Henry L. Steiner, Akron, N. Y.; Herman Wells, Aurora, Ill.; Frank T. Tucker, and Morris L. Campbell, Ellettsburg, Ia.; G. Thomas, Fulton, Ky.; Frank E. Clark, Princeton; Ernest L. Butler, Oskaloosa, O.; C. F. Suter, Valparaiso; E. A. Walton, Manson, Ia.; John W. Harvey, Royal Center, Ind.; C. W. Pierce, Saybrook, Ill.; Chas. F. Leonard, Rochelle, Ill. As well as the others, Joseph A. Moore, and Wm. A. Purinton, Lake county, were also admitted to practice in the Supreme Court.

The Fruit-Sellers Win.

In March last Carl Palmer, an Italian fruit-vender, was fined before the Mayor for obstructing the sidewalk on Washington street. The case was appealed to Judge Walker, and in the trial yesterday, it was shown that the defendant did not remain stationary, but moved to and fro on a space of fifty feet. The court held that this exempted him from the restrictions of the ordinance, and he was acquitted. Several similar cases pending were dismissed. The business men on Washington street who have been annoyed by the effort to rid the thoroughfare of the peddlers regret the outcome of the case.

Sent to the Penitentiary.

Judge Woods yesterday imposed a sentence on Isaac W. Shipman and W. H. Ellingwood for violating the pension laws. Each was sent to the northern prison for six months, and to the northern prison for six months, and to the northern prison for six months.

Criminal Court.

In the Criminal Court, yesterday, John House, indicted for assaulting a colored man named Preston Scott, pleaded guilty. Judge Irvin took the sentence under advisement. As House is a youth who has previously borne a good character, it is probable that he will be released on his good behavior. Jesse Shelling, charged with disturbing a religious meeting, was acquitted.

Probate Business.

The probate court clerk yesterday accepted the bond of Deldrich Massman as administrator of the estate of Frederick Strangemeier who died two weeks ago. The will of Jemima Pray was probated. All her property, both personal and real, is left to her two sons by her first husband, Arthur B. and Walter Taylor. The former qualifies as executor of the will.

Took the Rings for Safe-Keeping.

Michael J. McCollough, charged with having stolen two rings from the fingers of his dead mistress, was acquitted by the Mayor yesterday morning. The evidence showed that he removed the rings in the presence of several witnesses with the intention of saving them for relatives of the deceased.

Declared Insane.

Frank J. Reeves was declared insane yesterday by a commission composed of Drs. Hodges and Jeffries and Justices Smock and Feibleman. He is troubled with acute mania of the most violent type, brought on by excessive drink. He was removed to the asylum last evening.

Violating the Revenue Law.

Deputy United States Marshal Stein yesterday arrested at Specimen Britton Kaiser, who is

charged with selling liquor without license. The accused gave bond for \$300 to wait the action of the grand jury.

The Court Record.

SUPREME COURT DECISIONS.

Hon. W. E. Niblack, Chief Justice.
13206. John E. Williams vs. James W. Lewis et al. Replevin. C. R. Affirmed. Mitchell, J.—Where judgment is rendered against one partner for an individual debt and execution issued upon which partnership property was sold, the fact that another partner standing by defendant, and the property belonged to the execution defendant, and acquiesced in the sale, while it might seem to assert title as against an innocent purchaser, it will not estop the other partners, unless it is known to and ratified by them, nor can such acquiescence bind the others who had no notice.

13201. Lemuel H. Willis et al. vs. Thomas C. Sullivan. Soli. C. R. Affirmed. Hows, J.—Where a debtor was discharged in bankruptcy his moral obligation to pay a debt extinguished by the bankruptcy proceedings was a sufficient consideration to support a new note given therefor, and while the new note revived the original debt, the rights and remedies of the parties to such new note must be measured and governed by the facts and circumstances of the case, and the new note must be treated as a new contract, and the rights and remedies of the parties to such new note must be measured and governed by the facts and circumstances of the case.

13225. Wm. Britton vs. State ex rel. Mary L. Britton. C. R. Affirmed. Hows, J.—An infant plaintiff may, upon showing to the satisfaction of the court that she is a poor person, not having sufficient means to prosecute her action, be allowed to sue by a next friend, who is a poor person without having a next friend.

13176. Jonathan B. Heuston vs. Wm. Simpson et al. C. R. Affirmed. Hows, J.—An action to set aside a will evidence of the physician attending the testator in his last illness, to prove the mental and physical condition of the patient, is immaterial.

13202. T. H. Hammon et al. vs. Wm. A. Bigelow et al. Jay C. C. Reversed. Elliott, J.—Complaint to foreclose a mortgage, which alleges that "after the execution of the mortgage Robert C. Hammon purchased the mortgage premises of Starr and as part of the purchase money agreed to pay and discharge the mortgage." There is no allegation that the land was conveyed to the plaintiff, and the complaint should show a conveyance to the plaintiff, and the mortgage should be supported by a mortgage, and the mortgage should be supported by a mortgage, and the mortgage should be supported by a mortgage.

13215. Samuel F. Brannon vs. Kokomo, Greenwood & Co. C. R. Affirmed. Hows, J.—A spring wagon with four other persons, owned and driven by one Brannon. The horses drawing the wagon were burning soft coal, and while many preferred the route on account of the picturesque scenery, the fact that this class of coal was used diverted them to other routes, particularly the Erie.

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Temporary Warrants

Subscriptions will be received at the office of the Board of Commissioners in the City of Indianapolis, from May 15, 10 o'clock a. m., to June 11, 12 o'clock m., for time warrants to the amount of \$100,000 to be issued by the Board of School Commissioners on July 1, 1893, drawing 5 per cent per annum interest, interest payable semi-annually, warrants to be due and payable June 30, 1898. Interest warrants are to be issued pursuant to the statute authorizing the Board of School Commissioners of the City of Indianapolis to anticipate its revenue for current expenses.

The warrants will be issued in denominations of \$100, \$500 and \$1,000, as may be desired. Interest warrants will be payable in Indianapolis or New York. J. H. GREENSTREET, Chairman Committee on Finance and Auditing.

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Manufacturers of Railroad-track, Wagon, Hopper, Cement, Depot, Miners' and other Scales. Proportionate combination and best made scales and other valuable and patented improvements. Don't buy a Scale till you look this up and get our prices and references. All work set up by experienced builders and guaranteed satisfactory, and we have standard weight longer than any other scales made. Second-hand Wagon and Railroad-track Scales—Fairbanks, Howe and other makes—constantly on hand and for sale cheap.

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UNIVERSITY OF VIRGINIA.

SUMMER LAW LECTURES (nine weekly) begin 12th July, 1893, and 12th September. For circular apply (P. O. University of Va.) to JOHN B. MINOR, Prof. Com. and Stat. Law.

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Miss Nourse's

English and French Family and Day School

will reopen Sept. 26. Pupils may enter at any time, and may take the full course of study fitting for College Examination. Circulars and further information can be had during the summer on application to the above address.

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FOR SALE—A WEBER SQUARE PIANO AND second-hand White Sewing-machine, nearly as good as new, cheap, at 813 North Alabama street.

\$12,000 STOCK GENERAL MERCHANDISE.—Will take half or whole in farm or city property. Stock clean and fresh, everything demanded by the trade. Splendid room, best in the town, at low rent. Old established trade, rare chance for live man. Address C. M. HORNER, Monon, Ind.